

Whoso lives for himself is his own cancer, eating himself up miserably.—William Marion Reedy.

Honolulu Star-Bulletin

SPORTS, CLASSIFIED AND SHIPPING SECTION

HONOLULU, TERRITORY OF HAWAII, MONDAY, FEBRUARY 5, 1917.

NINE

LABOR SHORTAGE IS FELT IN CUBA

(Consul Henry M. Wolcott, Detailed at Havana.)

For the week ended January 8, 1917, 112 Cuban sugar centrals were grinding, as compared with 137 in the corresponding week of 1916. Twenty-six mills began operations during the past week. The arrivals of sugars of the present crop total 71,259 tons, the figures for the corresponding date in 1916 being 155,942 tons.

The early estimates of local experts for the present year's (1917) production were between 400,000 and 600,000 tons in excess of last year's record crop of 2,000,000 tons. These estimates were usually given, however, on condition that the weather prove as favorable as last year, which was abnormally good in that respect.

The actual results of the grinding up to date are decidedly disappointing, though there is little doubt that the tonnage of cane available for grinding is sufficiently in excess of last year's crop to warrant the optimistic estimates of local authorities. The final results will depend on weather conditions for the remainder of the season, the labor supply, rendement (sugar yield) of the cane, transportation service and other factors at present difficult or impossible accurately to predict. Up to the present dry weather has been generally prevalent, but there has been a notable absence of the cool temperatures usual in December and January. The consequence has been an average rendement below normal.

Strike Causes Delay—Yield May Fall Short of Estimates

The railroad strikes and other labor troubles which occurred throughout the island in December caused great difficulty in the movement of machinery imports for new mill equipment. This result has been vexatious delays in the installation of new machinery in many of the mills and consequent tardy beginning of operations. While the railroad strikes have been settled, the supply of labor for the cane fields is far below the demand and it seems likely that there will be a shortage of available labor during the entire campaign.

Considering all these facts, and estimating on normal weather conditions late in the season, it now seems that the volume of the 1917 crop will fall considerably short of the first estimates, notwithstanding the enormous tonnage of available cane and the fact that if additional mills will probably grind. Many well-informed persons are now frankly predicting that the present crop will not much exceed that of 1915-16. However, it seems that such a result could only be brought about by exceedingly unfavorable weather conditions and other vital factors during the balance of the season.

ARMY MULE HAS BEEN REINSTATED

(By Associated Press)
EL PASO, Tex., Feb. 2.—Brig. Gen. George Bell, Jr., commanding the border division here, has resumed the army mule from the discard. Since the motor truck was adopted for transportation purposes on the border, the mules have been standing idle in the corrals at Fort Bliss and at the army camps. The motor trucks proved more speedy, less trouble to drive and capable of carrying heavier loads than the mule-drawn wagons.

Gen. Bell's orders have changed all this and the army mules have come back into their own. The order instructed all regimental commanders to see that the mules were used for every possible purpose and the food, forage and fuel for the troops on the border are now being hauled by mule-drawn wagons. The motor trucks are used only for emergency work.

When the motor trucks were first purchased they were apportioned to each regimental command. This was found inconvenient as many of the trucks were left idle for days and others were kept going night and day. To remedy this the motor trucks were collected in a few general truck camps and organized into commands similar to the other units of the army.

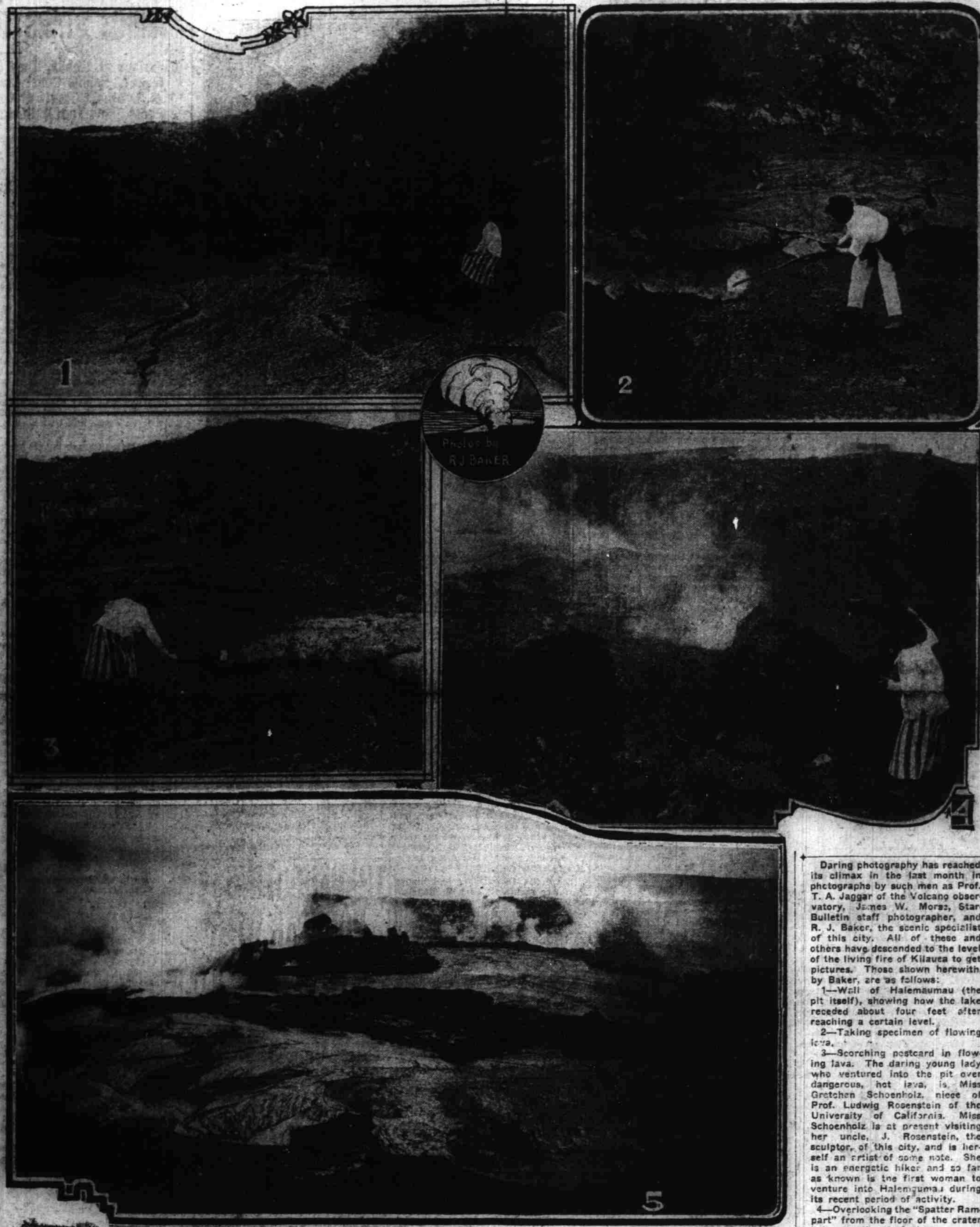
LAHAINA WILL HAVE NEW MARKET AS WELL AS PIER

(Special Star-Bulletin Correspondence)
WAILUKU, Maui, Feb. 2.—With the granting by the harbor board of permission for a sampun wharf to be built at Lahaina, adjacent to the new market building being built by W. L. Deoto, the way has been cleared for another important improvement in the West Maui city. This is to be a new fish market, the promoters of which are Antonio D. Furtado and G. G. Seong, prominent Lahaina business men.

The fish market is to be built on the Kaanapali side of the new market on land leased from W. L. Deoto, and will cost probably some \$15,000. It will contain stalls to be rented to the various fish vendors concerned in Lahaina, and will supplant all of the scattered stalls now in the town. The wharf or pier for which the harbor board has granted a permit will be used by the sampans of the fishermen doing business with the market.

According to Mr. Furtado work on the new project will be started in the immediate future.

"First Wonder of The World" is Hawaii's Great Volcano, Now at Height of Activity; Remarkable Photographs Taken By R. J. Baker



STRONG REPRESENTATION OF CHURCHES AT SESSION

(Special Star-Bulletin Correspondence)
WAILUKU, Maui, Feb. 2.—At the Kaahumanu church, Wailuku, sessions of the Maui churches have come to a close last week Saturday. The Maui and Molokai churches of the Hawaiian board were well represented at the meeting. A very heavy storm on Molokai prevented several of the ministers and delegates from coming. The societies of Christian Endeavor and the Sunday school were also well represented and held their sessions in connection with the other meetings.

Rev. E. S. Timoteo was the moderator and Rev. L. B. Kaumehiwa was elected permanent scribe. The various committees were appointed early so that the business was carried on pretty smoothly.

Rev. Henry P. Judd, secretary of the Hawaiian board, and Rev. Akaioka Akana, the superintendent of the Christian Endeavor work of the board, were present from Honolulu. Rev. Sam Kamalopili of the Hawaiian newspaper Ka Honohoa was also at the meetings and acted as interpreter. The usual large number of meetings were held which began with a sunrise prayer meeting and closed with a meeting of song and devotions ated upon.

about 9:30 in the evening. The last session of Friday evening, which was one of the best of the series, closed with a very pleasant social gathering at the town hall. Refreshments provided by the ladies of the church and of the Union church were served and a very pleasant musical program with assistance of outside talent was rendered.

Rev. I. D. Iaea and L. B. Kaumehiwa were selected as delegates to the territorial convention to be held in June and July, while Rev. Rowland B. Dodge was chosen as Maui's representative at the national council which is to be held at Los Angeles in June.

An executive committee of nine members was chosen, Rev. I. D. Iaea was elected moderator for the next session and Mr. Dodge treasurer.

BETTER RETAIN SEED

WASHINGTON, D. C.—Wheat growing farmers throughout the country are cautioned by the Department of Agriculture not to be tempted by the prevailing high prices offered for wheat to part with their good seed wheat and rely upon shrunken and diseased seed for sowing this year. Disaster to this year's crop is predicted by experts if poor seed is dependent upon.

Grocery Store Girl Wants to Serve Country

Col. John H. Gardner, commanding the San Francisco recruiting district, is not familiar with white elephants, but he has a woman applicant for enlistment in the army.

The applicant is Miss Minnie Harman of Lexington, S. C. Her letter breathes the spirit of patriotism. Although only a clerk in a grocery store, she declares she is ready and willing for service on the firing line. Her letter of application is as follows:

"I sent my application to the army recruiting office some time ago and was told to write to you about it. I want to join the army and do whatever you may see fit to have me do. I will be willing to give my best service. My present position is clerking in a grocery store. If you can use me in the army let me know, as I am willing to serve on the firing line."

C. W. Kraushaar, well known New York art dealer, is dead.

STEALS PINEAPPLES AND IS ASSESSED \$50 FINE

(Special Star-Bulletin Correspondence)
WAILUKU, Maui, Feb. 2.—Convicted in the Makawao district court on Monday of stealing pineapples belonging to the Haku ranch, T. W. Ferguson, a Kula householder, was fined \$50 by District Magistrate J. G. Anjo. Ferguson was represented by Attorney Eugene Murphy, who noted an appeal to the circuit court.

Witnesses for the prosecution testified to having driven nails into a lot of pineapples in a sack, which they claimed had been stolen from the ranch company's fields and hidden in a field of an adjoining place. This fruit was later delivered to the canery by Ferguson. The defendant claimed that the pines were his own and had been left in the field for some days when he removed them from his wagon to make room for a load of grass which he was getting nearby.

Scientists at the University of California have discovered the substance that produces growth in the human body.

The death rate for the registration area of the United States last year was the lowest of which there is any record—13.5 per thousand.

Daring photography has reached its climax in the last month in photographs by such men as Prof. T. A. Jagger of the Volcano observatory, James W. Morse, Star-Bulletin staff photographer, and R. J. Baker, the scenic specialist of this city. All of these and others have descended to the level of the living fire of Kilauea to get pictures. Those shown herewith, by Baker, are as follows:

1—Well of Halemauau (the pit itself), showing how the lake receded about four feet after reaching a certain level.

2—Taking specimen of flowing lava.

3—Scorching postcard in flowing lava. The daring young lady who ventured into the pit over dangerous, hot lava, is Miss Gretchen Schoenholz, niece of Prof. Ludwig Rosenstein of the University of California. Miss Schoenholz is at present visiting her uncle, J. Rosenstein, the sculptor of this city, and is herself an artist of some note. She is an energetic hiker and so far as known is the first woman to venture into Halemauau during its recent period of activity.

4—Overlooking the "Spatter Rampart" from the floor of the crater below southeast station.

5—General view of Halemauau, from south station. These photos were made January 13, depth of crater floor of fire at that time being about 100 feet.

MAUI IS INDIFFERENT TO ACTION ON WIRELESS; SO INFORMS BROWN

(Special Star-Bulletin Correspondence)
WAILUKU, Maui, Feb. 2.—Maui does not care to protest against the federal government's taking over the management of the inter-island wireless system, unless such plan would lower the efficiency or increase the rates of the present system.

This was in brief the consensus of opinion of the trustees of the Maui chamber of commerce following a full discussion of the matter at a special meeting held last Friday afternoon for the purpose. A cablegram

"IN TYPHOID FEVER AND APPENDICITIS specific spinal adjustment has proven the validity of the claim that the second Lumbar Vertebra controls the ileum and caecum." (the parts of bowel affected in these diseases.)—Technic and Practice of Chiropractic—Loban.

Chiropractors prevent these diseases "running their full course." F. C. MIGHTON, D. C. 204-5 Boston Bldg. (over May's) (Lady Attendant.)

AVIATOR'S ART COMES OF STUDY

Almost every one has seen an airplane in flight, says Popular Mechanics, but with the present-day layman, the interest is centered more on the airman than on the machine with which he does his flying. Naturally, the first question is, "How did he learn to fly?"

Of necessity, the pioneers of aviation taught themselves the then difficult and dangerous art, and all the air-men in the world today owe their flying ability to the Wrights, Lillies, and others of the men who went before. There are flying today a number of air-men who entered the game in the early stages, and who, by luck and perseverance, mastered the art with very little outside assistance. These men were without more than a rudimentary idea of the very principles of flight, and later realized the dangers they had undergone; they knew that the average person could scarcely survive a self-administered course in airmanship.

There are three basic methods of teaching flying—the so-called French system, the dual-control system, and a combination of the two largely used today for training war pilots. The French system was the first in general use, and consisted in teaching oneself to fly by the constant criticism, advice and demonstration of a competent pilot instructor. The pupil was given a heavy, low-powered and worn-out machine incapable of flying—usually called a "taxi"—and was given practice in running the machine on the ground. In this way he accustomed himself to the speed of an airplane, the incessant roar of the motor, and the use of the controls. When the pupil could run down the field in a perfectly straight line and do it consistently he was given "hops."

"Hops" were made on a machine but slightly better than the taxi, and consisted in making short jumps across the field at a height of four or five feet. This was the most trying part of the entire course, as at this point mishaps were most likely to happen. If the pupil misjudged his height from the ground, or in his enthusiasm tried to stretch his hop into a sustained flight, the ending was usually disastrous. But if he went about matters sensibly, he would soon be promoted to "straights," or flights in a straight line about half a mile long. The usual height in this work was 25 or 30 feet from the ground.

The dual-control system teaches wholly by demonstration and practice in actual air work. A high-powered machine fitted with duplicate controls is used, and the pupil starts by riding with the instructor and watching him work. By simply resting his hands and feet on the controls, the novice can feel the amount of motion necessary to handle the machine. Gradually, the machine is given over to the pupil—the pilot being, of course, alert to correct his mistakes and to demonstrate new points. As the pupil becomes more and more skillful, the pilot requires harder evolutions.

PLANES CAN FLY BETWEEN ISLANDS

(Associated Press by Commercial Cable)

SAN DIEGO, Cal., Feb. 2.—Sixteen gigantic seaplanes are to form the major portion of the equipment of the flying squadron which the war department has decided shall be established immediately at Honolulu, according to information made public at the North Island aviation station across the bay from this city last night. The planes will be of great size, their wings measuring 70 feet from tip to tip, and carrying motors capable of developing 400 horsepower. They will be able to make at least 75 miles an hour and will carry fuel for 400 miles.

These seaplanes will be able to fly back and forth between Honolulu and the other islands, it was pointed out yesterday by veteran aviators in the city. The size of the big planes is regarded as enormous in comparison with earlier types of fliers, much greater than the average plane used for exhibition flights.

To this effect was prepared and transmitted to the Honolulu chamber of commerce, which appears to be fathering a general protest against the proposed plan of the navy department. The members of the local chamber appeared to agree that until some showing was made that the islands will suffer from government operation or control of inter-island radio communication, they could not well make objection.

Reports from Hilo received this week indicate that the Hilo board of trade took substantially the same action on the matter.

Chief Justice Robert G. Pike of the superior court of New Hampshire is dead.